Purchase of Aircrafts for Indian Airlines

*191. SHRI GURUDAS DAS GUPTA:
DR. BApu KALDATE:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that after a detailed evaluation of various aircrafts, a letter of intent was issued to the Boeing company in July, 1984 for the purchase of 12 Boeing 757s but later on the decision was altered to have fresh evaluation of Airbus 320;

(b) whether it is also a fact that the Indian Airlines Board had refused to entertain an alternative offer by Boeing company for its 737-300 aircraft; and

(c) if so what were the considerations which weighed with the then Government to opt for Airbus-320, reversing their earlier decision to purchase Boeing 757s and also in rejecting the alternative offer made by the Boeing company?

THE MINISTER OF ENERGY WITH ADDITIONAL CHARGE OF THE MINISTRY OF CIVIL AVIATION (SHRI ARIF MOHD. KHAN); (a) Yes, Sir.

(b) No, Sir.

(c) The tedhno-economic analysis of the Airbus A320 air-craft offer carried out by Indian Airlines showed that it had the following advantages over the Boeing 757 aircraft offer;

(i) *Fuel efficiency:* Airbus A-320 aircraft fitted with V250O engines would consume 19.06 per cent less fuel than Boeing 757 aircraft fitted with Rolls Royce engines, over a stage length of 600 kms., which is the average sector length to be operated by the new aircraft.

(ii) *Increased fund generation;* Airbus A320 fitted with V2500 engines would have a fund generation of Rs. 203.61 cirores more than that generated by Boeing 757 aircraft fitted with Rolls Royce engines over a period of 12 years which represents the economic life of the aircraft.

(iii) *Futiiristic design:* The Airbus A320 aircraft was stated to be of a futuristic design based on the most modern technology, capable of being operated well upto the end of the 20th century.

(iv) *No additional investment on airfield infrastructure;* Indian Airlines con. firmed that the Airbus A320 aircraft would be capable of operating to all airfields currently being operated by Boeing 737 aircraft without any additional investment on the airfield infrastructure.

(v) *Greater passenger comfort;* The Airbus A320 aircraft, being **wide**-bodied, offered more comfort to passengers.

Set Offs allowed on Dexamethasone

*192. SHRI DHULESHWAR MEENA:
DR. (SHRIMATI) SAROJINI MAHISHI:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to refer to the answer to Unstarred Question 2443 given in the Rajya Sabha on 7th August, 1989 and state:

(a) what was the price of Dexamethasone and its salts fixed at the time of commencement of DPCO, 1979;

(b) what was the price of each pack of formulations of Dexamethasone under DPCO, 1979 at the time of its commencement and as recommended by the BICP;

(c) whether it is a fact that the **pre**-DPCO, 1979 Prices contained a mark-up of 100 per cent to 207 per cent of the formulations;

(d) what is the amount of un-intended profit worked out against the company on these drugs by the special team and what are the details of the set offs allowed; and

(e) what are the basis of calculating the amount?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI M. S. GURUPADASWAMY): (a) to (c) The company (then called M|s. Merck Sharp & Dohme of India Limited) declared the price of Dexamethasone Pure and Dexamethasone 21-Phosphate at Rs. 92.62 per gram and Rs. 195.37 per gram in 1970, under paragraph 5 of DPCO 1970, in respect of heir own production of these two drugs. The same prices were adopted by the company in their formulations. Since these two bulk drugs were not included in the list of essential drugs under DPCO 1970, the declared prices, therefore, continued throughout the operation of DPCO 1970 and thus became the operational price at the commencement of DPCO 1979. The prices were revised to Rs. 51.38 per gram for Dexamethasone Pure and Rs.55.10 per gram for Dexamethasone 21-Phosphate from 3rd July, 1981 under DPCO 1979. The prices of formulations on that basis could not be notified due to stay of he Delhi High Court.

(d) and (e) The entire findings of the Special Team and the subsequent develop. jents are being looked into afresh.

New Industries in Uttar Pradesh

*193. DR. RATNAKAR PANDEY:
SHRI BEKAL UTSAHI

Will the Minister of INDUSTRY be pleased to state:

(a) whether Government have any specific plans to set up new industries in Uttar Pradesh especially in its backward and "No-Industry" districts in the near future- and

(b) if so, what are the details thereof?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) and (b) The industrialisation of a State is primarily the respnsibility of the State Government concerned. However, in order to promote industrialisation and reduce regional im_ balances, the Central Government offers a number of incentives such as priority in the grant of industrial licences, concessional finance, exemption from income-tax etc. to entrepreneurs setting up units in centrally declared backward areas. In the case of Uttar Pradesh, 41 backward districts are eligible for such concessions. The Central- Government have also sanctioned 10 growth centres to U.P. under the 'No Industry District' Infrastructural Development Scheme. Under the New Growth Centre Scheme, 8 growth centres have been allotted to the State of U.P.

Government of India have recently in October, 1989 approved setting up of **a** bagasse based newsprint manufacturing mill by NEPA Ltd. at Aliganj in Moradabad district of Uttar Pradesh at a total. estimated investment of Rs. 414.46 crores.

Laying of Oil Pipeline from Udhampur to Kargil

*194. SHRI SHABBIR AHMAD SALARIA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state whether Government propose to consider the desirability of providing of pipeline from Udhampur to Kargil to ensure continuous supply of petroleum and petroleum products to Srinag(ar, Kargil and Leh?

THE MINISTER OF (PETROLEUM AND CHEMICALS (SHRI M.S. GURUPADASWAMY): There is at present no proposal to construct a pipeline from Udhampur to Kargil. However, the Indian Oil Corporation is examining the feasibility of laying a petroleum products pipeline from Jammu to Srinagar and Srinagar to Kargil to ensure continuous supply of